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LAST PAGE.

Hongkong Daily Press.

ESTABLISHED 1857.

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THE
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FOR 1913.
Complete Edition ... \$10.00
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Settlements throughout the Far
East.

No. 17,216, 號八十八百二千七萬一第 日九初月六年丑癸 HONGKONG, SATURDAY, JULY 12TH, 1913. 六拜禮 號二十月七年二國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
GREEN ISLAND CEMENT COMPANY,
PORTLAND CEMENT.
In Cask, 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 29th April, 1908. [1398]

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(MITSU BISHI CO.)
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SOLE PROPRIETORS of TAKASIMA,
OGHI, MUTABE, YOSHINOTANI,
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Codes: A1, ABC 5th Ed., Western Union.
AGENTS:
CHINKIANG: Messrs. GEARING & Co.
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For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
[1616]

SIEN TING
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [480]

NEW CARTRIDGES.
BY popular English Manufacturers. In all
Bore and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to .333. at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
W. SCHMIDT & Co.
Hongkong, 17th April, 1913. [189]

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ESTABLISHED A.D. 1880.
IRON, Steel, Metal and Hardware Merchants,
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipchandeliers. Nos. 35 & 37,
Hing Loong Street (2nd St. West of Central
Market). Telephone No. 515. [56]

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " " 10 " "
10.30 " " 11.00 " " " 15 " "
11.30 " " 12.45 p.m. " " " 10 " "
12.45 p.m. " 1.15 " " " 15 " "
1.15 " " 2.15 " " " 10 " "
2.15 " " 3.00 " " " 15 " "
3.00 " " 4.00 " " " 10 " "
4.00 " " 5.00 " " " 15 " "
5.00 " " 6.00 " " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter of an Hour.
SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " " 10 " "
11.45 " " 12.00 noon " " " 15 " "
12.00 noon " 1.00 p.m. " " " 10 " "
1.00 p.m. " 2.00 " " " 15 " "
2.00 " " 3.00 " " " 10 " "
3.00 " " 4.00 " " " 15 " "
4.00 " " 5.00 " " " 10 " "
5.00 " " 6.00 " " " 15 " "
6.00 " " 7.00 " " " 10 " "
7.00 " " 8.10 " " " 10 " "
NIGHT CARS as on Week Days.
(SATURDAYS)
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON.
General Managers.
Hongkong, 1st April, 1913. [523]

S.M.R.
SOUTH MANCHURIA RAILWAY.
SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.
LONDON TO SHANGHAI
IN 14 DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified
surgeon on board) leave the S.M.R. Whampoa Wharf, Shanghai, every Monday and
Wednesday, connecting with the S.M.R. Express Train Service leaving Dairen every
Monday, Wednesday, and Saturday, in conjunction with the Trans-Siberian Express Service
at Changchun.
Steamer Fares:—Single \$40; return (available for 3 months), \$64.
Express Train Fares:—Dairen to Changchun, \$29.45 (including Express Extra Fee).
Tickets and information at all the Offices of the INTERNATIONAL SLEEPING CAR
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Shanghai; the RUSSIAN STEAMSHIP CO. HAMBURG AMERICA LINE; the NORDDEUTSCHER
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SOUTH MANCHURIA RAILWAY CO.,
DAIREN.
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THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Newchwang, Port Arthur, and Tientsin Depots,
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.
MINING DEPARTMENT,
SOUTH MANCHURIA RAILWAY CO.
DAIREN.
Tel. Add.: "MANTSU" Codes: A.B.C. 5th Ed., A1, and Lieber's. [261]

A CHOICE SELECTION
FRY'S KING GEORGE V.
and QUEEN MARY
CHOCOLATES.
CADBURY'S IMPERIAL
CHOCOLATES.
A SPECIALITY.
FRESH HOME-MADE CHOCOLATES.
WEISMANN, LTD.
[13]

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No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
Every description of repair work is undertaken. A large assortment of material
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lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
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WAREHOUSE DEPARTMENT. 37 buildings are private
52 buildings, principally of brick and steel, 310 entrances, or 141 acres.
bonded warehouse. Floor area 68,248 square yards, or 141 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.
[1712]

KUPPER BEER
The most palatable and healthy beer to drink
during the hot weather.
ASK FOR KUPPER EVERY TIME.
SOLE AGENTS—
CALDBECK,
MACGREGOR & CO.
(ESTABLISHED 1864). [125]

WHITE HORSE
WHISKY.
MACKIE & CO. DISTILLERS, LTD.
LAGAVULIN DISTILLERY, ISLAY. Estab. 1742.
OBTAINABLE AT ALL STORES OR FROM THE
SOLE AGENTS:
LANE, CRAWFORD & CO.
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [1004]

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MAKERS OF
PRINTING INKS
FOR OVER 120 YEARS.
RED LION PASSAGE, FLEET STREET, LONDON, E.C.

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AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.
Length on Keel-Blocks. Breadth at Entrance on Keel-Blocks. Depth of Water on Keel-Blocks.
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No. 2 550 ft. 77 ft. 24 ft.
No. 3 714 ft. 88 ft. 34 ft.
5 Dry Docks: No. 1 ... 510 ft. 77 ft. 26 ft.
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No. 3 ... 714 ft. 88 ft. 34 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.
AT KOBE:—Telegraphic Address: "WADADOCK," KOBE.
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Lifting Power 7,000 Tons. 12,000 Tons.
Max. Length of Ship taken in 460 Feet. 580 Feet.
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shearlegs, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.
Hongkong 28th May, 1913. [720]

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SHIMONOSEKI. NARA.
In the enclosure of the Railway Station at Shimonsaki, the Western portal of the Inland Sea. Delightfully situated right close to the typical natural park of Nara, an ancient Capital of Old Japan.
All information obtainable at the Japan Tourist Bureau located on the Hotel. Nara is a tourist centre of historical and artistic interest. Nearest relics in the adjoining district.
IDEAL REST-STATION. QUIET SUMMER RESORT.
For Rail and Steamer Passengers. Running Water, Electric Light, Excellent Cuisine, Low Rates. [1822]

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Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.
[126]

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A FIRST CLASS HOTEL.
Central Position for Tram and Ferry.
Electric Lifts.
Electric Fans.
Hot and Cold Water.
Latest Improvements.
Reasonable Rates.
TELEPHONE No. 375.
H. HAYNES, Manager.
Hongkong, 2nd August, 1912. [153]

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QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.
THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Families and Dinner. Special Rates for married families on application to
FREDERICK REICHMANN, Proprietor.
(late Manager of J. H. Lyons (Trocadero), leading Cafeters in London, and GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.
Hongkong, 1st September, 1910. [136]

PEAK HOTEL
1,400 Feet above Sea Level.
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms, European Runner meets Steamers.
P. O. PEUSTER, Manager.
Hongkong, 1st January, 1913. [146]

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STANDING in its own grounds, with Tennis and Croquet Lawns. Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.
Telephone No. 690.
Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road
Hongkong, 4th December, 1907. [134]

VICTORIA HOTEL.
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MACAO
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Both Hotels electrically lighted and under experienced European Supervision.
GUIDES and CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
WM. FARMER, Proprietor.
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19, QUEEN'S ROAD CENTRAL.
FURNITURE and PHOTO GOODS
STORE.
Photographic Goods of every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 15th April. [1524]

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CHEMISTS, DRUGGISTS AND PERFUMERS.

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THE GOVERNOR.

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PURE CARBOLIC SOAPS.

Highly recommended by the
Medical Profession

For the BATH and TOILET
in three strengths; Strong
Medical, Medium and Toilet.

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PRICKLY HEAT LOTION

An invaluable and most effective
remedy. Immediately
allays the irritation.

WATSON'S

YE OLDE ENGLISH LAVENDER WATER.

An exquisite Perfume. Put
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a delightful adjunct to the
Toilet.

"WE LIKE YOUR LAVENDER
WATER BETTER THAN ANY
OTHER WE HAVE BEEN ABLE
TO GET IN ENGLAND. (Recent
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HONGKONG AND CHINA.

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HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 12TH, 1913.

The vote of \$11,000 passed by the Legis-
lative Council on Thursday mainly with the
object of assisting the Golf Club to provide
a Ladies' Nine-Hole Golf Course at Fanling,
in close proximity to the existing eighteen-
hole course, is probably without precedent
in the annals of the Colony. According to
the statement made to the Finance Com-
mittee the Secretary of State has approved
of the lease of certain Crown lands consist-
ing chiefly of low hills near the Fanling-
Autau Road, to the Golf Club for a ladies'
course, but as it is necessary to acquire an
intervening block of land—at present, we
presume, in the occupation of Chinese
farmers—and as the financial position of the
Club does not admit of their purchasing it
at the present time, the Government, with
the concurrence of the Legislative Council,
has decided to resume the whole of this
land itself, at a cost of \$11,000, leasing to
the Club the portion needed for the ladies'
course, at 4 1/2 per cent. on the capital
expended, until such time as the Club
may be in a position to acquire it on its
own account. The amount of land involved
in all is 57 1/2 acres, of which 42 acres will be
leased to the Club, and it is contemplated
to utilise the remainder as an Economic
Garden, by which we presume is meant a
garden under the aegis of the Botanical and
Forestry Department, where experiments
may be made in the cultivation of crops
with a view to the improvement of agricul-
ture in the New Territories. Unprecedented

as this act of generosity to the Golf Club
probably is, we do not think anyone will be
inclined to cavil at the vote. It was men-
tioned that the Club has spent, or is engaged
in spending, \$70,000 on improvements in
the locality, and also that the revenue
derived by the railway from the use of the
Golf Course at Fanling is estimated at
\$10,000 per annum. The Government,
therefore, feels that some encouragement
should be given in the circumstances, and
we think most men, whether they are
addicted to Golf or not, will endorse the
Government's action. Golf has become an
exceedingly popular pastime in the Colony
among residents of both sexes, and there is
very little doubt that when the ladies'
course is provided, the railway revenue will
show a considerable improvement over the
already astonishing figure. Moreover, the
money which the Golf Club have expended
in laying out their eighteen-hole course on
the 88 acres of waste land they have leased
from the Government, and in the building
of the commodious club-house, tends to the
enhancement of the value of the surrounding
land, so that we imagine it is a matter of some
importance to the Club to be able to obtain
the land earmarked for a ladies' course while
land values remain at their present figure
in the locality. Since the acquisition of the
golf course at Fanling the district has
certainly begun to show many indications
of development not necessarily because it
has become a centre of attraction for
golfers, though this fact may not have been
without influence upon the minds of others
who have been attracted by the possibilities
the district offers, whether for residential
purposes or for agricultural development.
Fanling would seem to be an admirable
locality for an Economic Garden. So far
the New Territories have not proved so
advantageous to Hongkong from the point
of view of agricultural development as was
generally hoped at the time they were taken
over. Practically all efforts to get the
Chinese farmer to take to new ideas or
adopt modern methods have signally failed.
Mr. O'NEIL in his valuable and extremely
interesting Report on the New Territories
published last year mentioned that fruit
growing has not hitherto been successful or
remunerative, but he was undoubtedly cor-
rect when he said that the fruit trees—of
which there are many kinds in the New
Territories—have suffered in nearly all
cases from want of attention, and that no
serious attempt seems to have been made
by the natives (except in one or two
isolated instances) to cultivate fruit
with a view to supplying the Hongkong
market. The agricultural possibilities
in the New Territories may not be
vast, but we believe them to be much
greater than is generally believed, and the
establishment of an Economic Garden
under Government supervision we regard
as a crying need. When we see what the
Japanese have already accomplished in
Korea, and what the Americans in the
Philippines have done, by means of model
farms and gardens, seedling stations, and
training schools of one kind or another, not
to mention the provision of rural banking
facilities, we are persuaded that these
methods could be followed, on a small scale,
with very great benefit to the New
Territories.

A tender of £12,000 for the erection
of the German school in Hankow was
accepted at a meeting of the Schulverein
held at the Consulate on June 30th.
Mr. B. L. Frost is undertaking the
duties of Hon. Secretary and Treasurer
of the Lawn Bowls League in succession
to Mr. Alex. Ramsay, who leaves for
Peking to-day.
Interim dividends for the past half
year are announced by the Hongkong
Land Investment Co., Ltd. (\$3 1/2 per
share), and the West Point Building Co.,
Ltd. (\$2 per share).
It is announced that the N.D.L. s.s.
Borneo will in future call regularly at
the ports of Jesselton and Kudat on her
way down to Sandakan as well as on her
way back to Hongkong.
The latest addition to the Peak Hotel
is a well-fitted hairdressing saloon for
the convenience not only of the guests of
the hotel, but of Peak residents
generally—ladies as well as gentlemen.
The M.M. Company are withdrawing
another steamer from the Atlantic and
putting her on the Eastern run. This is
the *Chibi*, which is now on the way out.
The vessel is of 6,680 tons gross, and was
built in 1904.
Another big fire is reported in the
Manila papers, the damages being put at
P400,000. Buildings on both sides of the
Gandara were burnt out. A fire wall of
reinforced concrete is considered to have
saved hundreds of thousands of pesos
worth of property between it and the
Escalita.

The third meeting of the Hongkong
Gymkhana Club will be held at Happy
Valley this afternoon. The programme
includes seven events, the first of which,
the Gymkhana Stakes, begins at 3.15.
An inquest was held by the Coroner
(Mr. F. A. Hazland) yesterday into the
circumstances attending the death of Ip
Cheung, who was in Victoria Gaol await-
ing his trial on a charge of kidnapping.
After hearing the evidence of Dr. Mc-
Kenny, who said the man was suffering
from typhoid fever and chronic opium
poisoning when admitted to the Hospital,
the jury (Messrs. H. H. dos Remedios,
foreman, G. A. Vierich, and Ernest
Foster) returned a verdict of death from
natural causes.
By the T.K.K. str. *Shingo Maru*, which
leaves at noon to-day, Mr. A. Ramsay, who
for the past eight years has been
senior reporter and sub-editor of the
Hongkong Daily Press, leaves for Shang-
hai, en route to Peking, where he is
undertaking the editorship of a new
daily newspaper which commences publi-
cation next month. Among the many
friends Mr. Ramsay has made during his
residence in the Colony none more
sincerely regret his departure or more
ardently wish him success than his
journalistic confreres, who have presented
him with tokens of their esteem and
regard.
A Manila paper says: "Scandalized,
infuriated, outraged, dismayed and
appalled by the medical inspection
ordinance, professional ballarinas of
Manila have walked out en masse,
compelling the owners of the salones de
baile to close their establishments." Our
contemporary, after describing the
"strike," says: "The passing out of
existence of the Manila dance halls is the
result of a purification campaign waged
by the local health and city authorities
extending over a number of years. It was
long since recognized that these places
constituted a source of moral contamina-
tion to young Filipinos, and efforts at
regulation or suppression received the
earnest support of the Philippine Press.
Several measures, including the raising of
the licence of the dance halls and an
ordinance restricting their operations to
Sundays and holidays, were tried, without
success. The medical inspection ordi-
nance proved the death blow."

HONGKONG & SHANGHAI BANK- ING CORPORATION.

We are officially authorized to state that
subject to audit, the Directors of the
Hongkong & Shanghai Banking Corpora-
tion will recommend at the forthcoming
meeting
Dividend of 42 per share.
Add to the Silver Reserve Fund. \$250,000
Write off Bank Premises. \$250,000
And carry forward about \$20,000.

THE SOCIETY OF ST. VINCENT DE PAUL.

THE GOLDEN JUBILEE CELEBRATION IN
HONGKONG.
We are asked to remind the public
of the "Al Fresco" concert which takes
place to-morrow (Sunday), at 9 p.m., on
the compound of the Roman-Catholic
Cathedral, in celebration of the Centenary
Anniversary of Frederick Ozanam
(founder of the Society) and the Golden
Jubilee of the establishment of this
Society at Hongkong.
The following is the programme:—
PART I.
1.—Overture "William Tell".....Rossini.
THE BAND.
2.—Opening Address.....
MR. A. M. C. DE SILVA (vice-president).
3.—Song "The Curfew".....Gould.
MR. ENGLISH.
4.—Song "Kashimiro Song" Amy Finden.
MISS MAITLAND.
5.—Violin Solo "Vision".....Della.
MR. GUNZLER.
6.—Song "A Garden of Roses".....Pellissier.
MRS. CASTRO.
7.—Song "The Watchman".....Squire.
MR. R. E. WHITE.
8.—Piano Solo "2nd Mazurka".....Godard.
MRS. OSBORN.
9.—Selection "Count of Luxembourg" Lohan.
THE BAND.
PART II.
1.—Selection "Maritana".....Wallace.
THE BAND.
2.—Song "Ave Maria" (Cavalleria
Rusticana).....Masagui.
MRS. LAMB.
3.—Song "Love, could I only tell
thee".....Cappell.
MR. CANNON.
4.—Song "The Windmill".....Nelson.
MR. ENGLAND.
5.—Duet "Flow Gently Dean".....Parry.
MRS. GUNZLER AND WHITE.
6.—Comic Song "The Fisherman"
MR. A. M. C. DE SILVA.
7.—Selection "Girl in the Taxi".....Gilbert.
THE BAND.
GOD SAVE THE KING.
By kind permission of Major Robinson
and Officers, the Band of the 25th Punjab
will play during the evening.

TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE LATE PRINCE ARISUGAWA.

A CURIOUS CUSTOM.

Tokyo, July 10th.
The remains of Prince Arisugawa
arrived at the Capital this evening.
A great number of dignitaries were
present at the station.
Prince Arisugawa's death was not
officially announced, the body being
received as living.
[We may recall the fact that when the
father of the late Prince died in Formosa
at the time of the Japan-China war, his
death was not officially announced until the
body had reached Tokyo, the capital of the
Empire. When the body was landed from
the warship which conveyed it to Japan, it
was announced that the Prince had arrived
at Hiroshima, as though he were still alive.]

DEATH OF COUNT HAYASHI.

Tokyo, July 10th.
Count Hayashi died at 3 o'clock
this afternoon in the presence of
Countess Hayashi and son.
[The Japan Chronicle gives the following
account of the accident which led to the
Count's death:—On the 1st June Count
Hayashi, formerly Japanese Ambassador in
London, fell from a jinrikisha in front of
his villa at Hayama, and injured his thigh.
When the accident happened, he was in the
act of leaving Hayama for Tokyo to enter
the Juntendo Hospital, as he was suffering
from diabetes and neuritis. Dr. Sato was
at once called to Hayama from Tokyo and
took the Count under his care. As, how-
ever, he could not be treated satisfactorily
where he was, the doctor took the Count to
the Juntendo, Tokyo, the patient being
carried in a special car, on June 8th. The
best surgical skill was used, but the setting
of Count Hayashi's broken thigh proved very
difficult, owing to the fracture being of an
extraordinary nature. The trouble was
complicated by the rupture of an artery,
which caused great weakness from loss of
blood, and, suppurating setting in, it
became necessary to amputate, as the only
chance of saving the patient's life. The
Count's permission having been obtained,
Dr. Sato performed the operation on June
23rd.]

EMPIRE-DAY SHOOTING CUP RESULTS.

HONGKONG TROOPS AMONG THE
PRIZE-WINNERS.
LONDON, July 11th.

The following are the final prize-winners
in the Bisley Empire-Day Cup (the
maximum score being 4,200):—
Royal Marine Artillery (Ports-
mouth).....3,704
2nd Hampshire (Mauritius).....3,100
6th Inniskilling Dragoons (Mitra).....3,015
103th Hazara Pioneers (Quetta).....3,000
29th Punjab (Chaman).....2,939
2nd Batt. 1st Gurkhas (Bharma-
sala).....2,851
26th Punjab (Hongkong).....2,827
2nd Norfolk (Belgaum).....2,808
84th Punjab (Rawalpindi).....2,781
Royal Marine Infantry (Gosport).....2,741
H.M.S. Pembroke (Chatham).....2,737
2nd North Staffordshire (Rawal-
pindi).....2,706
10th Royal Hussars (Potebf-
stroom).....2,694
69th Punjab (Malakind).....2,634
4th King's Royal Rifles (Gharial).....2,620
26th Sikhs (Lucknow).....2,612
A special prize of £25 for the best score
by the mounted brigades was won by the
6th Inniskilling Dragoons (Mitra), and
a like prize for the dismounted competi-
tors, who were not Regulars, was won by
the Witwatersrand Rifles (Johannesburg).

FAILURE OF NAVAL RECRUITING IN CANADA.

OTTAWA, July 10th.
The British contingent of the crew of
His Majesty's Canadian ships *Nobe* and
Rainbow are returning home, as they
found it impossible to recruit crews to
cruising strength in Canada.

LAWN TENNIS.

THE DAVIS CUP.
LONDON, July 11th.
The Davis Cup semi-finals resulted as
follows:—
Powell (Canada) beat Borman (Bel-
gium), 3-1.
Schwengers (Canada) beat Watson
(Belgium), 3-0.
Williams (America) beat Kreuzer (Ger-
many), 3-1.
McLoughlin (America) beat Froitzheim
(Germany), 3-2.

TELEGRAMS. TELEGRAMS.

["THROUGH REUTER'S AGENCY."]

WAR IN THE BALKANS.

ROUMANIA DECLARES WAR ON BULGARIA.

The *Times* correspondent at Sofia says
that the King of Roumania has declared
war on Bulgaria, and has recalled the
Minister at Sofia.
According to a Vienna message, the
Roumanian troops crossed the Bulgarian
frontier on Thursday afternoon.

BULGARIA AND PEACE TERMS.

It is understood that Bulgaria has
made certain enquiries in St. Petersburg
regarding the terms of peace, but nothing
to the same effect has been received
officially in London. The probabilities,
however, point in that direction.
A later Paris telegram states that
Bulgaria's appeal for Russian interven-
tion is officially confirmed. It is
understood that Russia will readily
accept the office of peacemaker, provided
there is no more haggling and that
Bulgaria adopts a more conciliatory
attitude towards the claims of Serbia and
Greece.
The road to Sofia is practically open,
and it is expected that an armistice will
be concluded immediately.

BULGARIA'S ALLEGED VICTORIES.

The claims of Bulgaria to important
victories are wholly incompatible with
the Serbian and Greek accounts, which
the European public are disposed to
credit.
GREEK VICTORIES.
Latest reports represent that the Greeks
are in possession of Strumnitza, and that
defiles of Bulgarians are in full retreat
upon Petritch, abandoning numerous
guns.
The Greeks occupied Kavalla, which the
Bulgarians evacuated after a bombard-
ment by the Greek fleet.

TURKISH TROOPS MOVE INTO OCCUPATION.

Turkey has determined to occupy forth-
with the whole of the territory southward
of the Enos-Midia line.
Troops are already moving, horses and
transport being requisitioned wholesale.
GREAT BATTLE AROUND
KUSTENDIL.
A great battle is in progress around
Kustendil, extending along a line of 40
miles.
Wounded soldiers relate that the recent
battles were indescribably terrible. The
task of extricating the wounded from
the tangled heaps of dead men and
horses, rocks, and debris was most
difficult.

GREEKS AND SERBIANS JOIN HANDS NEAR ISHTIP.

Despatches from Belgrade and Athens
indicate that the Greeks and Servians
have joined hands near Ishtip, the former,
after severe fighting in the passes of
Mount Bellessi, threatening the rear of
the Bulgarian Army Corps, whose front
was engaged by the Servians.
An unconfirmed report says that two
divisions under General Ivanoff, the
victor of Adrianople, have surrendered
after their retreat had been cut off by the
Greeks and Servians.

PRESENTATIONS TO THE BOTANIC GARDENS.

The following persons presented seeds
and plants last year:—Superintendent,
Royal Botanic Gardens, Calcutta;
Superintendent, Botanic Garden, Sibpur;
Government Botanic Gardens, Saharan-
pur; United States Department of
Agriculture, Botanic Gardens, Durban;
and Messrs. M. H. Logan, F. Franceschi,
R. T. Baker, H. Green, Cheung I. A.
Milroy, W. R. Price, E. D. Merrill, Jos.
Clemens, H. Humphreys, A. E. Rowrie,
J. Barton, F. Soares, L. Gibbs, Wallace.
Mr. O. Sakai presented a Korean stork
and Mr. T. Hunter a Chinese stork.
Mr. V. B. de Souza and Mr. J. Ross
presented Chinese pheasants.

THE KOWLOON RAILWAY.

The Revenue derived from local traffic
last year was \$118,624, through and joint
sectional \$118,572 and Fanling Branch
\$6,222, the excess of income over expendi-
ture being \$34,298.
Passengers booked by British
Section to Station in China, 122,390
Passengers booked by Chinese
Section to Stations on the
British Section, 134,583
Passengers travelling on the
British Section, Main Line, 300,337
Passengers travelling on the
British Section (Fanling
Branch), 42,940

SUPREME COURT.

Friday, July 11th.

IN SUMMARY JURISDICTION.

Before His Honour Mr. Justice Kemp
(Puisne Judge).

MUTUAL DISCOVERY.
A case was called on in which Mr. R.
C. Faithfull appeared for the plaintiff,
and Mr. Otto Kong Sing represented the
defendant.
Mr. Kong Sing asked for an adjourn-
ment, and for discovery.
Mr. Faithfull agreed, and a suit
passed over the faces of those in Court
when he remarked, "We'll discover each
other between this and then."

A MISUNDERSTANDING.

An action in which the Chung Yuen
firm are suing To Po Shu to recover
\$433.35 was mentioned.
Mr. Faithfull, who represented the
defendant, asked for a week's adjourn-
ment.

His Lordship—That was the case last
time, and the defendant was not here.
Mr. Faithfull—I have not got the neces-
sary documents with me to-day. I am
told that since the last adjournment the
defendant has seen the plaintiff, and gave
him to understand that he need not
appear here to-day, as he (the defendant)
would pay up before to-day.
His Lordship adjourned the case for a
week, but reserved the costs of the ad-
journment.

THE MAGISTRACY.

For stabbing a compatriot in Queen's
Road West, a Chinese was sentenced to
a month's hard labour by Mr. Hazland.

A Chinese was charged with stealing
tea, rice and fish to the value of \$15,
before Mr. F. A. Hazland yesterday.
The stolen property belonged to the
N.D.L. s.s. *York*, and defendant was
a discharged fireman on the vessel. It
was stated that he offered a bribe to the
Chinese constable who arrested him. He
was sentenced to a month's hard labour,
and four hours in the stocks on the charge
of larceny, and another month for offering
a bribe, in default of paying a fine of \$25.

A well-dressed Chinese appeared before
Mr. C. D. Melbourne to answer a charge
of stealing three gold rings, and of ob-
taining \$50 by false pretences. The theft
was carried out in a most barefaced
manner. It appeared that the man went
to the French Mission, at 44, Caine Road,
and told a priest that he desired to
become a Christian. He afterwards men-
tioned to the priest that he was in great
need of a loan of \$50 and the amount was
handed to him. After appropriating the
rings, the promising "convert" went on
his way rejoicing. He was arrested, and
was yesterday sentenced to six months in
Victoria Gaol.

A Chinese was charged before Mr.
Hazland with beating drums and ton-
toms during prohibited hours at No. 32,
Robinson Road. It appeared that this
had been going on at the house for over
four months and gave great annoyance
to European residents in the vicinity.
Yesterday morning, at about two o'clock,
Mr. A. R. Cavalier, one of the masters
of Queen's College, who lives opposite,
went with P.O. Swan into the house, and
requested them to be quiet. Defendant
defied the constable, and said he did not
care about the law, as he would be fined
only a small sum. He further intimated
that he thought it would be going on all-
night, as it was Chinese custom, and had
to be done. Defendant told the Magis-
trate that it was a mourning ceremony,
not a "joyful" ceremony. He did not
want to create a breach of the law, but
the custom had to be observed. He was
fined \$25, or a month's imprisonment in
default.

HONORIFICS IN JAPANESE COURT.

"THE HONORABLE PRISONER."

The vernacular papers report that the
Courts of Law in Osaka have made a new
departure, which some of them consider
epoch-making. It has been a long-es-
tablished custom that a person who ap-
peared before the Court, whether as a plaintiff,
appellant, respondent, or witness, had
to be called by his plain name only, that
is, without any honorific such as *sama*,
san, or *dono*. With the change in the
principal staff in the Courts, as a result
of the administrative retrenchment, this
time-honoured official custom is to be
abolished. The wardens and Court
attendants will call anyone who appears
hereafter before the Court by his name,
with the polite suffix *san*.
Whatever system is adopted, the
"equality in the eyes of the law" must
be preserved, and with this in view the
custom of using the plain name *dono*
has much to recommend it. As
soon as the use of honorifics is begun the
Court is on its way to the condition of
Gilbert's socialistic state, with its "Lord
High Bishop orthodox, the Lord High
Coochman on his box, the Lord High
Prisoner in the stocks," and so on. Still,
if the use of honorifics is any consolation
to the honourable man who is just
going to honourably disappear from an
honourable term in an honourable prison,
it will not hurt the retrenchment schemes
to give it to him.—*Japan Chronicle*.

THE SOTTO EXTRADITION CASE.

The hearing of the application by the Crown Solicitor (Mr. P. M. Hodgson), on behalf of the American Government, for the surrender of Vicenta Sotto, the editor of the *Philippine Republic*, was resumed before Mr. F. A. Hazeland at the Magistrate's yesterday.

The Crown Solicitor, in his final reply, said his friend had submitted that the defence had no case to answer, and gave five reasons. The first was that he (the Crown Solicitor) had not proved that the Philippine Islands were incorporated into the United States, or that they were a constituent part of the United States. The second and third points were practically one, namely, that the documents containing the proof that an extraditable offence had been committed were not properly authenticated. The fourth point was that the matter was *res judicata*, and the fifth that the Treaty of 1812 was not before the Court. He proposed to deal with each point in that order. The argument for the defence was practically based on a contention that the Philippine Islands had never been incorporated into the United States, in the sense that they had not been taken into the sisterhood of the States and made a part of the United States.

Mr. Brutton objected, and said that was not his argument at all. Continuing, the Crown Solicitor said it was contended that before the Philippine Islands could be considered a territory of the United States he must prove that they had been so incorporated. That, he submitted, was an entirely fallacious argument, and the whole point which his Worship would have to consider was whether the Philippines were under the territorial jurisdiction of the United States. He had never contended—nor was it necessary for him to prove—that the Philippines had been incorporated into the United States in the sense that they had been taken into full Statehood; it was common knowledge that they had not been. The section on which his friend relied when he contended that the Crown should prove this was Section 23 of the Extradition Act, which said, "For the purposes of this Act every Colony, Dependency, or constituent part of a foreign State, and every vessel of that State shall be deemed to be within the jurisdiction of and to be a part of such foreign State." His Worship would see that Section was clearly not restrictive in any sense. There was nothing in the judgments of the Full Court which stated that he should prove or even allege in any shape or form that the Philippines were a constituent part of the United States, and there was nothing in the Act which stated that if the foreign State was not a Colony or Dependency that it must be a constituent part. He further submitted that if his Worship was satisfied that he (the Crown Solicitor) had not made out a case that the Philippines were an integral part of the territory of the United States, or that they were within the territorial jurisdiction of the United States, it would not be necessary for his Worship to give judgment dealing with such a wide matter, and one of such international importance, as the political status of the Philippines. It could not be argued for one moment that the Philippine Islands did not come under the jurisdiction of the United States. Mr. Hodgson then quoted authorities, and said he would go into the question of "incorporation" very shortly. His friend sought to establish the fact that all other territories of the United States, except those under the Treaty of Paris, had been incorporated by Treaty into the Union.

Mr. Brutton dissented, and said his friend was mixing up inter-Statehood and territory.

The Crown Solicitor went on to say that it had been held that Article 3 in the Treaty of Louisiana meant that immediately upon the signing of the Treaty Louisiana became incorporated into the United States. He read from the judgment of Chief Justice Marshall in the case of *New Orleans v. De Armas*, that the Article obviously contemplated two objects: (1) that Louisiana should be admitted into the Union as soon as possible, and (2) that until such admission the inhabitants should be protected in the full enjoyment of their liberty, property, and religion. This judgment went to show, the Crown Solicitor said, that until an Act of Congress was passed the territory was not incorporated into the States immediately upon the signing of the Treaty. His friend endeavored to argue in the face of that judgment that all the other territories were incorporated on the signing of the Treaties. The argument was ridiculous, because Acts had been passed incorporating these territories.

Mr. Brutton—Making them into States. The Crown Solicitor—No, making them territories from unorganised territories. Louisiana was, in fact, admitted into the United States piecemeal by Acts of Congress. The Philippine Islands are in exactly the same position as they were in the past, except that there is no promise in the Treaty. That does not prevent Congress admitting the Philippines to-morrow. Can it be said in the face of that that the Philippines are not a territory of the United States? The growth of the United States was in the following manner: First they became unorganised territories upon cession, then organised territories by Act of Congress, and then they were admitted directly into the sisterhood of States.

The hearing was again adjourned.

JERRY-BUILDING, OVERCROWDING AND PLAGUE.

HONGKONG'S EXPERIENCE.

The following extract is from the Acting Colonial Secretary's Report on the Hongkong Blue Book for 1912:—

There has been great activity in regard to building operations during the past year, to meet the urgent demands for house-room created by the immigration of some forty to fifty thousand Chinese, who poured into Hongkong during 1911. These people were of all classes, and came principally from the neighbouring provinces of Kwangtung, Kwangsi and Fokien, seeking refuge from the political unrest which ultimately led to the overthrow of the dynasty and the establishment of a Republican Government in China.

Pending the erection of sufficient dwellings for the accommodation of so large an increase in our normal population, the existing dwellings became greatly overcrowded, but any very strict enforcement of the overcrowding laws was deemed impossible while the penalty which had to be paid for this abnormal state of affairs—amounting practically to the conversion of Hongkong into a large refuge camp—was a severe outbreak of Plague, no less than 1,847 cases being recorded. These cases were generally distributed throughout the City, except in the European business quarter (where only a few cases occurred), and throughout Kowloon, and the most probable determining cause of the epidemic was a considerable augmentation of the native population consequent on the general overcrowding of the native dwellings. The overcrowding naturally led to a marked increase in the amount of waste food, both in the houses and in the yards and lanes adjacent thereto, and although efforts were made to deal with this excess by improved scavenging, yet it is obvious that where houses are overcrowded with human beings and their belongings, the cleanliness of the premises must fall below the average and refuse of all sorts will lie concealed among the lumber.

The rat population depends almost entirely upon the available food supply, and this large increase in the amount of food refuse would promptly lead to a corresponding increase in the number of susceptible rats by more frequent breeding and large litters. Plague is endemic among the rats of Hongkong and the infection is known to be carried forward from season to season by the *Mus Decumanus* or drain rat, among which species Plague-infected animals are found throughout the year. During the human Plague season—February to July—the infection spreads to the house rat (*Mus Rattus*), and although cases of human Plague do certainly occur when only infected drain rats are being discovered, the infection being acquired in warehouses, basements, workshops, and outhouses generally, into which these rats are driven by the rain storms flooding their underground haunts, yet the maximum incidence of human infection corresponds exactly with the maximum incidence of the *rattus* infection, and the main efforts of the Sanitary Department are therefore directed to the exclusion of rats from human dwellings, and the limitation of the food supply of the rat population. The latter is secured by a daily collection of garbage from all dwellings, and by the efficient scavenging of lanes and alleys, while the former object is aimed at by the concreting of ground surfaces, and the prohibition openings by gratings, and the prohibition of ceilings, wainscoting and hollow walls. There is unfortunately, however, a very large number of old houses in the Colony which possess these hollow walls, constructed of soft bricks, which form ideal nesting places for the *Mus Rattus* and enable him to enter the dwellings at night to forage for food, and it is in those districts in which such buildings are most numerous that Plague has displayed its greatest incidence since the infection was first imported into the Colony in 1894. There is no remedy for such faulty construction, short of actual demolition of the premises, which is too heroic a measure to be practicable on any extended scale.

FORESTRY IN HONGKONG.

The following information regarding the formation of pine tree plantations is given in the annual report of the Superintendent of the Botanical and Forestry Department:—

The two areas felled near the Aberdeen Paper Mills and west of the village were sown with pine tree seeds.

The newly sown pine seedlings were thinned and transplanted during every spell of wet weather.

The bare places at 9A and 9B on the low hills near the south face of the Kowloon tunnel were planted with some 10,000 Banian trees.

At the same place about 175,000 pits have been sown as an experiment with seeds of broad-leaved trees, such as *Rhodomyrtus tomentosa*, *Melastoma rhodamium*, *Melastoma candidum*, *Psidium guajava*, *Illicium hainanense*, *Malloides paniculatus* and *Laccaria glauca*.

For next year's planting in 9A and 9B on bare ground some 60,000 or 70,000 seedling pines were raised in the nursery near the south face of the tunnel.

Approximately 65,000 pits were dug for planting during 1912.

In 5B, on the spur of a hill between Wongneichong Gap and Deepwater Bay, 200 *Acacia* were planted on the suggestion of His Excellency the Governor.

The plantations above and below Tai Po Road having become too thick a considerable quantity of trees were felled to enable the rest to mature.

The whole of the pine seedlings at 6E, Aberdeen, were closely inspected, and any which had failed to germinate were replaced with young trees from other pits. 300 pounds of pine seeds were obtained from cones which were collected.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 11th July state:—

The market for local securities has ruled fairly firm throughout the week, though a slight weakness was apparent during the early part, but at date the market has hardened, and in several stocks looks like going better. The London market has remained at about last week's prices with regard to oil shares, but shows an easier tendency with regard to tin and rubber shares, the closing tone being flat for "Rubbers" and easier for "Tins." Fine Hard Para rubber is quoted to-day at 3/8½ per lb., and Plantation Sheets at 2/8½. The Bank of England rate of discount remains unchanged at 4½ per cent., and in the open market 4½ per cent. is quoted. Bar Silver closes quiet at 26½d. for ready and 27½d. for forward delivery. Sterling T.T. is quoted to-day at 1/11-10d. Shanghai T.T. at 73½, and Singapore T.T. at 83½. Consols have weakened to 72½.

BANKS.—Hongkong and Shanghai have weakened, and to-day sales have taken place at \$805. London remains unchanged at \$81.

MARINE INSURANCES.—Unions remain quiet at last week's price, viz., \$790. Cantoners have improved to \$295 buyers and North China have buyers and sales reported at Tis. 135. Yangtzes have a nominal quotation of Tis. 200.

FIRE INSURANCES.—Sales have taken place in Hongkong at \$357, and Chinas close with buyers at \$147.

SHIPPING.—Hongkong, Canton and Mueas have been sold at \$27, and Indo-Chinas have weakened to a selling quotation of \$84. Sales have taken place in China and Manilas at \$10, at which price there are now buyers. Douglases remain a quiet market, with sellers at \$33. Star Ferries remain firm at a buyer's rate of \$53½.

OILS.—Shells are unchanged, and close with a nominal quotation of 109/- Ural Caspian are reported at 37/6 middle, and Mexican Eagles at 41/9 middle.

REFINERIES.—China Sugars remain a quiet market and close with sellers at \$96. Luzons remain unchanged, with sellers at \$97.

MINING.—Tronohs have again weakened, and close with a middle quotation of 53/9. Raub remains unchanged at \$3.50, but here sales have been effected. Headwoods close with a nominal quotation of 3/6. Chinese Engineerings have declined to a middle quotation of 31/3, and Pahangs to 8/6 middle.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Kowloon Wharves have again been considerably dealt in and now close with buyers at \$96½. Hongkong and Whampoa Docks have also been the medium of large business, but have failed to maintain their last week's price, closing with buyers at \$85½. Amoy Docks remain steady with buyers at \$83. Shanghai Docks have declined to Tis. 56, at which price there are now buyers, and Hong-kew Wharves have sellers at the reduced rate of Tis. 113.

LANDS, HOUSES AND BUILDINGS.—Hongkong lands still continue in request and are wanted at the improved rate of \$117. Kowloon lands are also in request at \$107. West Points close with sellers at \$74½. Humphreys Estates have been done at \$92, at which price they now come buyers. Hongkong Hotels are still in request at last week's quotations, viz., \$121 and \$80 for old and new shares.

COTTON MILLS.—Hongkong's remain unchanged, and again close with buyers at \$9.50.

MISCELLANEOUS.—China Providents have sellers at \$9, Green Island Cements at \$7.60, Ice at \$180, Steam Landries at \$20. 84½, Fisheries at \$3, and Pulp at \$20. 84½. Weismans have improved to \$30 buyers, and Hongkong Electric Trams are wanted at 7/3, China Borneas at \$10½, Dairy Farms at \$23, and Hongkong Ropes at \$23½. Langkats have been a weak market, and have declined to Tis. 40, at which figure sellers are in evidence.

MEMO.—The China and Manila Steamship Co., Ltd., extraordinary general meeting called for the 12th day of July, 1913, has been cancelled, and will now take place on the 24th July.

LONDON QUOTATIONS to hand this morning by wire from our Agents are as follows (all middle prices):—

Tromoh Mines	53/9
Pahang Consolidated	8/6
United Serdangs	37/6
United Serdangs	8/6
Mexican Eagles	41/9
Rubber Trusts	2/6 premium
Eastern Trusts	11/3
Shell Transports	100/-
Indo-China (Combined)	165/-
Chinese Engineerings	31/3
Hongkong Electric Trams	7/-



PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognised unequally by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS: S. J. BETINES & CO., TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD. SHANGHAI.

THE CLARET UNIFORM.

STRAITS CHINESE WHO DESIRE TO COPY "WESTERN BEHAVIOURS."

We reproduced a few days ago from the *Straits Times* an amusing reference to a circular issued to members of the Tangle Club, Singapore, recommending that members should adopt a Club "uniform," an essential part of which was to be "a tail coat of dark claret cloth with velvet collar to match."

A gentleman signing himself Lim Pong Foo now writes to the *Singapore Free Press* on the subject as follows:—"As a Straits-born Chinese who is cherishing noble schemes in his head to copy the finest Western behaviours and socialisms, I wish much respectfully to appeal before you for your honourable notification. A number of our young Chinese gentlemen who show much likelihood to what English gentlemen call the knits—have made society for practising Western dances, and decourts, and other polite deportments. Once a week on Saturday in the evening time we meet and assemble for amusements and diversifications. With gramophone music we try experiment in the *Banquet*, the *Tangle*, *Trotters*, and other gracious agilities, and I am of opinion we are second to none, quite primus in the Indus, as they say in the Latin languages.

"Our society congregates in one very accommodating house on Ang Sing Hill, from which can be obtained very fine view of Harbour Works. The common dominator of our Society is the Tangle-Tangle Club. But lately there are superior ructions among the ranks and files of the members, likewise including the committee. This body of which I am happy to inform I am not member, has intimidated to the common place or Koo Boon members that it is the desideratum of the Committee to make decree for new fashion in apparel style. Always we are wearing for our dancing operations single white cloth that can be given in these hot evenings we all exert ourselves most perspiriously, and become exceeding damp wet.

"The committee want to manifest that we must all wear clothing of cloth of a bright green colour, with tails of pink, and cuffs of dark blue. Four buttons go down the front, and eight up the back. The stockings are to be of white silk, with clockwork. A peacock's feather is to be worn in the left buttonhole of the green coat. And the Committee are wished that all the members agree, so that the Club will be quite tophole, and altogether the Limit. But some of us are not revolving in wealthiness, and about twenty of us are displeased with such a pretence to compel us to uniformity.

"Our conversations are very angry, and the Tangle-Tangle Club is now, alas, rent in twine. If, Sir, you can give us the beneficence of your advice it will be welcome to excess."

TRANS-PACIFIC TRAFFIC.

INCREASE IN ROUND-THE-WORLD TOURIST TRAFFIC.

Mr. George E. Anderson, United States Consul-General at Hongkong, has made the following report on trans-Pacific passenger traffic:—

There was a remarkable increase in trans-Pacific travel generally during 1912 over previous years, and 1913 promises to eclipse all records in this line. The traffic that is present going eastward is so heavy that accommodation can not be had in many cases for weeks to come.

Round the world tourist traffic by way of Hongkong has grown by about 50 per cent. in the last year. Several reasons are assigned for this, notably increased interest of travellers in the Far East because of recent political events, a general disposition to break away from worn-out paths in Europe and countries surrounding the world of tourist organizations. The attractiveness and advantage of a short winter season in Egypt, followed by a winter trip through India, Java and the East Indies, and a return to the United States or Europe by way of the Pacific, are appealing to great numbers of travellers each year.

One of the most important factors in the increase, however, is the marked improvement in all means of communication in and to the Far East. Nearly all the steamer lines, both to Europe and across the Pacific, have put on fine large new steamers. Railways in Manchuria, Japan, North China and the Philippines have established or are establishing improved railway services. Weather conditions in the Pacific, especially during the milder months of the year, but also all the year round as compared with the Atlantic, favour travellers. Improved hotel accommodation in most of the ports also enter into the situation.

One feature of the general improvement is the vast increase in the number of tourists visiting the Philippines—an increase due not only to interest in the islands, but also to improved communication between the islands and Europe and the United States.

From a schoolboy's essay on soap:—"Soap is a kind of stuff made in cakes what you can't eat. It smells good and tastes awful. Soap always tastes worst when you get it in your eye. Father says Eskimoes don't never use soap; I wish I was an Eskimoe."

THE FILIPINO PRESS AND THE "GLORIOUS FOURTH."

The following translations are from the Manila *Calestinos*:—

The Filipinos have disappointed—the alarmists who predicted a general uprising and we have had a truly sane and safe Fourth of July, says *El Ideal*. Nobody, anyway, had paid much attention to these predictions, the paper says, and Filipinos on the Fourth thronged the public avenues and thoroughfares in a happy frame of mind and as though all they desired was to take part in the general rejoicing, without preoccupation and satisfied in their minds that the principles of the immortal declaration of independence furnish a hope and a promise of redemption and liberty which must ultimately be realized. The government, *El Ideal* claims, did not show the same confidence in the people, the paper claiming to have noticed a certain martial flavour, an appearance of readiness for contingencies, in connection with the military parade, the soldiers taking part in the same being attired in campaign uniforms, as they marched in line chewing gum.

The Fourth of July, *La Democracia* says, is not, strictly speaking, an American festival, but is observed as the day of Liberty, the day of the triumph of right, the day on which humanity has rendered due homage to reason and liberty which are the patrimony of all races. Filipinos, therefore, had observed the day as though it were one of their own holidays, their attention fixed on the lines of the declaration of independence proclaiming the equality of men and the right of all peoples to be free and independent.

La Vanguardia comments on the good sense shown by Murray Bartlett, of having recommended the omission of the reading of the declaration of independence on July Fourth. What's the use, anyway, the paper pays, of reading every year that document which is so inconvenient, so antiquated and so disturbing to the colonial peace in these latitudes? Filipinos, who are ardent believers in the fundamental principles of the great republic which are solemnly invoked here to show how much in error are those who believe that the retention of the Philippines is due to motives of exploitation and tyranny, upon hearing the sublime declaration of the immortal document, cannot but accept the conviction that they are as exorable as the rest of humanity and feel inclined to resist every impediment placed in the road of the attainment of their just and legitimate aspirations.

REGULATION OF FIRE INSURANCE IN THE PHILIPPINES.

PROPOSED NEW ORDINANCE.

Mr. Nesmith, the City Attorney in Manila, has rendered the following opinion on the subject of the regulation of fire insurance in the Philippine Islands:—

"There is no provision of law which expressly authorizes the municipal board to regulate insurance companies, and since the ordinance is to some extent such a regulation, and not one regulating property as such, the question arises whether such power is conferred under the general welfare clause supplemented by the express power relative to the prevention of fires. This is a very close question, and in a lasty search of the authorities I can find no precedent where a municipality has enacted regulations of this kind, doubtless because insurance companies are subject to State rather than municipal regulations in practically every one of the United States. In the Philippines, the legislature has not as yet enacted regulations covering this point, and in my opinion the board has sufficient power to warrant doing so itself. The matter can, of course, only be decided finally by the Courts, but the regulation proposed is without question a beneficial one and reasonably necessary to enable the chief of the fire department to discharge his duties properly. He is required to investigate the origin and cause of all fires, and while some question might arise as to whether the chief of the fire department or the chief of police should investigate fires of incendiary origin, the latter department is interested only in individual cases, while the former investigates all fires and deals with the general situation with respect thereto. Furthermore, although overinsurance cannot in itself cause a fire, if it does, it is now well recognized that the causes have the closest connection with the causes of fires. Overinsurance creates a situation where the insured is set free to the constant temptation to property or to allow them to be in such condition that they will in all likelihood catch fire. I fail to see any real ground of distinction between a condition, or a system of doing business, which furnishes a constant motive for gross negligence or even arson, and a purely physical condition of premises over which, if they are a means to safety, the board has undisputed control.

"If overinsurance is a practice in Manila, the board is entitled to know it, and the proposed ordinance would be the most effective way of disclosing the real state of affairs. But in this connection it is to be noted that such an ordinance, while it might possess a tendency to make insurance companies more careful, does not strike at the root of the evil. If overinsurance is a practice in Manila, and circumstances would indicate that it is, then something should be done to correct the situation, and in the absence of legislative action it would become the duty of the board to take proper measures to protect property in the city and the question is a very complicated and complicated one, however, and it is suggested that a careful investigation be made, as to the probable effects both of this ordinance and any other action which it is proposed to take in the premises."

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Promptly Remedied.

Miss Sybil Keymer, "Riverside," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 11, 1912.

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SCIENTIFIC MISCELLANY.

FUTURE ENGINE.

The chief competition among prime movers is found by Dr. Ferranti to be between steam turbines and internal combustion reciprocating engines. The latter have high efficiency but are difficult to build in large size for satisfactory use, and for large powers the steam turbine are better and are easier to construct. For his own 5,000 horse-power steam turbine Dr. Ferranti claims a steam consumption of 6 pounds per shaft horse-power hour at full load. Using steam from oil-fired boilers with super-heaters, the oil-consumption is 0.55 pound per horse-power hour, and the thermal efficiency from fuel to turbine shaft is 21 per cent. With still larger units this should be raised to 25 per cent., comparing so favourably with large internal combustion engines that extensive use of the latter can hardly be expected. The electric motor will be the small stationary unit, and the small internal combustion engine will find its chief use for cars and boats.

POSITION OF PLACER GOLD.

The location of the pay-streak in placer deposits has been deduced from an eight years' study of the Klondike region by J. B. Tyrrell. Under normal stream action, a V-shaped valley is transformed to U shape as it is worn down and made less steep, and as it wears nearly to base-level flood plains and terraces are formed on the bottom. The conclusion is that the gold was worn out of the rocks and collected during the young and active stage of the stream. It was deposited at the bottom of the mouth of the V-shaped valley, and there was covered by the gravel of flood-plains or terraces.

COOK PAPER.

Half a million dollars worth of cook a year is used for very thin paper. This is supplied in sheets about 4 inches wide by 6 to 10 long, and nearly all of it—about 100,000,000 sheets—is used in automatic machines for applying as tips to cigarettes.

FRENCH STUDY OF FLYING.

Aeronautical science is receiving enthusiastic attention in France, where the new laboratory of St. Cyr is specially equipped for advanced study, and differs from most institutions of the kind in using full-sized models, with apparatus designed to approach as closely as possible the practical conditions of air navigation. Experiments on wing surfaces and large propellers are being undertaken. A track more than three-fourths of a mile long has been provided, and on this an electrically-driven carriage carrying a complete aeroplane can be run at speeds up to 50 miles an hour, the measuring apparatus keeping automatic records. At the same time measurements are made on aeroplanes in flight. Small models, held in a current of air, are employed in addition, and are expected to give information that will be found increasingly important.

THE GREAT ATLAS.

The great topographic map of the United States is being engraved and printed by the Geological Survey at Washington at the rate of two atlas sheets a week, more than 2,200 sheets being now ready. Recently mapped areas range from the rich alluvial bottom lands of Mississippi and Louisiana to the high forested mountain region of Colorado. The scale varies from half a mile to 1 inch, with 5-foot contour intervals, to 2 miles to 1 inch, with 100-foot contours—the former being that for the valuable farming area of the Mississippi delta, and the latter the scale for the "Castle Rock" quadrangle, Colorado, which contains coal and lignite, though including famous potato-growing land.

CULTIVATING THE SEA.

Scientific sea-farming on the California coast is to begin with the preliminary survey under the Scripps Institute of Biological research, which is to be completed before November 1st, 1914. It is proposed to divide the long stretch into three to five districts, which will include a considerable number of perpetual reservations for the natural and artificial propagation of marine animals and plants, and in which provision will be made for the leasing of sea-farms. A regular coastal patrol will enforce such regulations as may be made.

THE EARTHQUAKE SENSE.

One of the mysteries still unsolved is that of the sense by which the lower animals become aware of the approach of earthquakes. For three or four days before the recent severe earthquakes at Guadalajara, Mexico, the many parrots of the city showed great and unusual restlessness, and during the period of disturbance the increased cries of the birds gave warning of the nearness of the worst shocks. Rats, also, became alarmed, fleeing from the city before the

earthquakes came. Super-sensitiveness to faint shocks hardly gives satisfactory explanation, for modern seismographs are very sensitive, and it is quite unlikely that tremors too slight to be recorded would be felt so strongly as to give alarm.

ELECTRIC-FURNACE POTASH.

"Elektrokali," the new potash fertilizer of Axel Lindblad, Swedish electro-metallurgist, is claimed to be an effective substitute for Stassfurt salts, the famous natural German product so much used in Sweden and elsewhere. Feldspar or other potash mineral is treated in the electric furnace with carbon and iron, giving ferro-silicium and a potassic scoria. The former can be used in steel works and foundries, and the latter is made ready for the soil by simply crushing and sifting. An advantage over Stassfurt salts is the absence of chlorides, which sometimes have injurious effect.

ELECTRIC GERM-KILLING.

Bacteria are destroyed by electric discharges, but Prof. J. H. Priestley and R. C. Knight, in a London Royal Society paper, have shown that the action is not direct. The destruction is due to nitric and nitrous acids and ozone formed in the air. In pure hydrogen the organisms are not affected, but admission of a little air gives the bactericidal effects—probably a result of the formation of hydrogen peroxide.

HOLES IN AIR.

Waves, eddies and vortices are much more common in the air than has been generally supposed. Showing this to the British Aeronautic Society, Col. H. E. Rawson described eddies that, especially near mountains, descend sometimes with hurricane force, and may cause the so-called "holes in the air."

MIXED METAPHORS.

MR. ARCHER AND THE CURZON DISCUSSION.

SHAKESPEARE AND PEDANTRY.

Mr. William Archer has an interesting article in the *Daily News and Leader* on the mixed metaphor discussion that followed Lord Curzon's recent speech. After reciting the "innumerable" passages, Mr. Archer says:—"My sympathy with Lord Curzon, although sincere, might not have prompted me to revert to the matter, had he been alone in question. But by way, no doubt, of providing him with a creditable companion in misfortune, the editor of the *Observer* must needs drag in Shakespeare, and cite as 'the classic instance of mixed metaphor,' Hamlet's line:—
O to take arms against a sea of troubles, And by opposing, them.
Thereupon a correspondent of the *Westminster Gazette* arose in his wrath, and proceeded to tomahawk the editor of the *Observer*.—
Lord Curzon (he wrote) might well describe this editorial as admirably adapted to Bank Holiday. Even the groundings on 'Appy' Ampstead could correct the *Observer* here. One need not be quite so scholarly as Macaulay's schoolboy to know that Shakespeare was in this line referring to a custom attributed to the Celts by Aristotle, Strabo, and other writers, including Mr. Rudyard Kipling. The editor of the popular Temple edition puts it nicely:—
The alleged confusion of metaphor in this passage was due to the commentator's ignorance, not to Shakespeare's."

THE PLAIN TRUTH.

But here I change sides, says Mr. Archer. After ranging myself with Lord Curzon against the *Observer*, I take up the defence of the *Observer* against the *Westminster* letter-writer and the Temple editor. Among the thousand ineptitudes of Shakespeare's criticism it is hard to find a greater than the "defence" of Hamlet's line by the raking up of an obscure Celtic custom of rushing armed into a breaking sea. There is, indeed, one book in which Shakespeare might conceivably have come across this piece of folklore, but, supposing him to have done so, could he expect his audiences to interpret the line by a mental reference to Aristotle and Strabo? At best, the reference would not save the metaphor; for no one, I take it, alleges that the Celts "by opposing ended" the encroachment of the waves. The plain truth is that, judged by the canons of a pedant's rhetoric, the metaphor is mixed, and that if Shakespeare had let pedantry deter him from using so picturesque a phrase, why, "the less Shakespeare he."

People are so intent on showing the superiority of their culture that, in the joy of criticising others, they forget the necessity of keeping a critical watch on their own judgment. The schoolmaster who is proverbially abroad is often so very far abroad that he had better have stayed at home.

PSYCHOLOGY AND HOPE.

One thing the dominie cannot realise is that, in matters of style, psychology counts for more than logic. Shakespeare's line, for example, is psychologically right. The phrase "a sea of troubles" does not really suggest to us an image of the ocean, but simply of a great multitude, as in "a sea of faces," "a sea of bayonets," "a sea of flowers"; and there is no incongruity in taking arms against a multitude of troubles. All language, concludes Mr. Archer, is a conglomerate of metaphors, and if we looked too closely at the precise meanings of words we should scarcely dare to write a sentence. To avoid glaring incongruities, one should know by instinct two things: first, whether the metaphor in a word is quite dead and fossilised, or has still the spark of life in it; secondly, how soon a transition may be made from one metaphor to another without causing a jar to the reader's mind.

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PASSED THE CANAL.

May 30th—*Antiochus, Norc.*
June 8th—*Ernest Simons, Glenroy,*
Peacer, Tydent, Den of Glens.
June 10th—*Bohemian, Nippon.*
June 13th—*Celebes, Indrani, Namur.*
Sila, Persius.
June 14th—*Bengaloe, Dunbar, Lennor.*
June 20th—*Miyazaki Maru, Xingshou.*
Vornants, Cotswold, Ranges, Yangtze.
Anasone, O. J. D. Ahlers.
June 24th—*Glazee, Liberia, Meinam.*
June 25th—*Lathian, Stentor, Nankin.*
July 1st—*Benvenue, Palawan, Peking.*
Princess Alice, Afghan Prince, Arabia,
Tranquagar, Glenjarg.
July 4th—*Delgravia, Konigen Luis,*
Kamo Maru, Kitano Maru, Oanfa,
Pelevs, Polynesian.
July 6th—*Andria, Goben, Japan,*
Thesus, Baron Ogilvy, Nelen.

NOTICES TO CONSIGNEES.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

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CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 2nd August, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
Hongkong, 7th July, 1913. 1857

NOTICE TO CONSIGNEES.

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FROM SAN FRANCISCO VIA JAPAN
PORTS AND SHANGHAI.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense. Cargo remaining undelivered FRIDAY, 11th inst., at Noon, will be landed at Consignees' risk and expense. Cargo remaining undelivered TUESDAY, 15th inst., at Noon, will, in addition to landing charges, be subject to storage charges. No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown MONDAY, 14th inst., at 10 A.M. No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co. All Claims must be filed on or before 8th August, otherwise they will not be recognized. O. H. EITNER, Acting Agent.
Hongkong, 9th July, 1913. 1850

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"KANSAS"
Captain R. Linklater, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 17th inst., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which time they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 10th July, 1913. 1864

THE true secret of getting the full enjoyment that each meal should give, is to break yourself of the habit of saying "Worcestershire sauce," and always to call for "LEA & PERRINS."

There are scores of "Worcestershire sauces." There is only one Lea & Perrins. No other has ever succeeded in equalling it. If you say simply "Worcestershire" you may get one of the imitations.



The White Writing
on the Red Label:

Lea & Perrins

Indicates the
ORIGINAL and GENUINE
WORCESTERSHIRE SAUCE.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JAPAN," 6,013 tons, Captain C. P. Selden, will be despatched for KOBÉ and MOJI on 12th July, at Noon.
S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched to SHANGHAI, KOBÉ and MOJI on 22nd July.

WESTWARD.

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th July.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched on above on 2nd August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
HONGKONG, 11th July, 1913. AGENTS. 160

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONSIEUR	COMFORT.	FROM HONGKONG calling at
27,000 tons, twin screws.		SHANGHAI NAGASAKI.
27,000 tons, twin screws.		KOBÉ (via Inland Sea),
18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO.
18,000 tons, twin screws.		LULU (the Paradise of the
NILE 11,000 tons.		Pacific) through Service via
ALSO CHINA 10,200 tons.	SPEED.	NEW YORK to Europe.
PERSIA 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £35. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
SIBERIA	18,000	SATURDAY, 19th July, at 1 P.M.
CHINA	10,200	TUESDAY, 29th July, at 3 P.M.
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 P.M.
NILE	11,000	SATURDAY, 16th Aug., at 3 P.M.
MONSIEUR	27,000	SATURDAY, 23rd Aug., at 1 P.M.
PERSIA	9,000	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 P.M.

INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOREA and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	ARRIVE MANILA.	FROM MANILA.	DEPART HONGKONG.
29th July ... CHINA ...	31st July ...	19th July ... CHINA ...	21st July ...
16th Aug ... NILE ...	18th Aug ...	23rd July ... MANCHURIA ...	27th July ...
13th Sept ... PERSIA ...	15th Sept ...	6th Aug ... NILE ...	8th Aug ...
14th Oct ... CHINA ...	16th Oct ...	14th Aug ... MANCHURIA ...	16th Aug ...
28th Oct ... NILE ...	30th Oct ...	2nd Sept ... PERSIA ...	4th Sept ...

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier). TELEPHONE No. 141.
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To SAIL
SHANGHAI, KOBÉ and AMARONE	On 14th July, at 7 A.M.	
YOKOHAMA	On 15th July, at 1 P.M.	
MANCHURIA VIA PORTS	On 15th July, at 1 P.M.	
TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.		
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marcellles.		
For further particulars apply to		
S. C. DE BUSSIERRE, ACTING AGENT,		
QUEEN'S BUILDING		

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 2nd August. Connecting with "MIRAMICHI" 16th August.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Freight and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG. CANTON. MACAO & PENINSULAR & ORIENTAL

WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
SATURDAY, 12th July, 1913.	SATURDAY, 12th July, 1913.
8 a.m. "HONGSHAN"	8 a.m. "HONAN"
10 p.m. "HONAN"	5 p.m. "KINSHAN"
SUNDAY, 13th July, 1913.	SUNDAY, 13th July, 1913.
10 p.m. "FATSHAN"	4 p.m. "HONAN"

A Telephone service has been recently installed on the Canton Company's steamers.
Day steamers Call No. 776 Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 13th JULY, 1913.

The Company's Steamship "SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 437 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 568 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Marglons (First Floor), opposite the Blake Pier.



SAN FRANCISCO SCENIC ROUTE TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Engines—21 Knots Speed.

S.S. TENYO MARU	22,000 tons.
S.S. CHIYO MARU	22,000 tons.
S.S. SHINTO MARU	22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.R.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KORBER," 9,900 tons, will leave as above on 15th July, at 4 P.M.
Superior accommodation for 1st, 2nd and 3rd class passengers, no extra, no tips, no inside cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July.
These Steamers of large tonnage are fitted with comfortable and class accommodation for Saloon Passengers. No extra. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPSON EXPRESS:
Via Venice, Milan, Simplon, Langens, Paris, Calais or Boulogne, Class I £3.15, II £2.15.
BY ST. GOUDARD EXPRESS:
Via Venice, Milan, St. Goudard, Lucerne, Basle, Laon, Calais or Boulogne, Class I £3.15, II £2.15.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.11, II £2.9.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hock or Flushing, Class I £2.19.3, II £1.6.

TO SHANGHAI
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st August, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBÉ VIA SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st July.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., Agents,
Hongkong, 3rd July, 1913. Prince's Building. 152

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILINGS

For Freight and Further Particulars, apply to
Telephone No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	Aug. 2	MALWA	Aug. 31	Sept. 6
DELTA	Aug. 16	MONGOLIA	Sept. 14	Sept. 20
ARADIA	Aug. 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOGOLTAN	Oct. 25	Oct. 31
CHINA	Oct. 11	MOREA	Nov. 8	Nov. 14
DELTA	Oct. 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TELEGRAPHIC) STEAMERS WILL LEAVE FOR LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SARDINIA	July 23	August 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 26	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORSE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SIMLA	October 29	Dec. 2	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.0 SINGLE, £82.0 RETURN.
2nd " £38.10 " £57.4
All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA.	KAGA MARU Capt. Tabusa,	12,500	WEDNESDAY, 16th July, at Daylight
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. —	16,000	WEDNESDAY, 30th July, at Daylight
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA	YOKOHAMA MARU Capt. Wada,	12,500	TUESDAY, 15th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SANUKI MARU Capt. Rikuhara,	12,500	TUESDAY, 29th July, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG & RANGOON	INABA MARU Capt. S. Tomimaga,	12,500	WEDNESDAY, 30th July, at Noon
	NIKKO MARU Capt. M. Yagi,	9,600	WEDNESDAY, 27th Aug., at Noon
	HAKATA MARU Capt. H. Nomura,	12,500	SATURDAY, 12th July
BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU Capt. Christensen,	12,500	MONDAY, 21st July
KOBÉ and YOKOHAMA	MIYASAKI MARU Capt. Soyoda,	16,000	THURSDAY, 17th July, at 11 A.M.
SHANGHAI, KOBÉ and YOKOHAMA	KIRIN MARU Capt. M. Deguchi,	5,000	MONDAY, 21st July
	NIKKO MARU Capt. M. Yagi,	9,600	WEDNESDAY, 30th July, at 11 A.M.
SHANGHAI, MOJI, KOBÉ and YOKOHAMA	SHINYO MARU Capt. Ohkuma,	12,500	WEDNESDAY, 16th July

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBÉ Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

(11-12-13)

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NAGASAKI, AND YOKOHAMA	NAMUR Capt. A. Collyer	12th July.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. J. Caldwell	17th July.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	CHINA Capt. G. H. S. Toque, R.N.R.	19th July.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SARDINIA Capt. G. Masley	23rd July.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th July, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
PAKHOI & HAIPHONG	"SUNGKIANG"	On 12th July, 11 A.M.
SHANGHAI	"CHENAN"	On 12th July, 11 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 15th July, 4 P.M.
TIENSIN	"HUICHOW"	On 17th July, 4 P.M.
SHANGHAI	"LUCHOW"	On 17th July, 4 P.M.
SHANGHAI & TIENSIN	"LINAN"	On 19th July, 4 P.M.
WEIHAIWEI & TIENSIN	"KUEICHOW"	On 20th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 11 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE,
AGENTSFor Freight or Passage apply to—
Hongkong, 12th July, 1913. TELEPHONE 36.**THE EASTERN & AUSTRALIAN**
STEAMSHIP CO., LTD.MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	On 28th July.	On 19th July, Noon.
EMPIRE	On 31st July.	On 16th Aug., Noon.
ALDENHAM	On 31st July.	On 16th Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS**HAMBURG-AMERIKA LINIE**
IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also America, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA	FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP
S.S. SILEZIA	S.S. ALTMARK
S.S. BRISGAVIA	S.S. GOLDENFELS
S.S. BELGRAVIA	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.).
S.S. SCANDIA	S.S. BRISGAVIA
S.S. SENGAMBIA	FOR NEW YORK
S.S. UCKERMARK	S.S. ABACONIA
S.S. LIBERIA	FOR MARSEILLES, HAVRE & HAMBURG
S.S. ARABIA	S.S. FREDRICH
	FOR HAVRE, DUNKERK & HAMBURG
	S.S. BERMUDA

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.**DOUGLAS STEAMSHIP CO., LD.**
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 15th July, at 11 A.M.
"HAIYAN"	Capt. J. S. Roach	FRIDAY, 18th July, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 22nd July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 5 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMON"	Capt. J. W. Evans	SUNDAY, 13th July, at 11 A.M.
		WEDNESDAY, 16th July, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Months of JULY and AUGUST FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 12th July, 1913.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.
INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	T. Sagara	FRIDAY, 19th Sept., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 12th July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUOY MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUOY MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

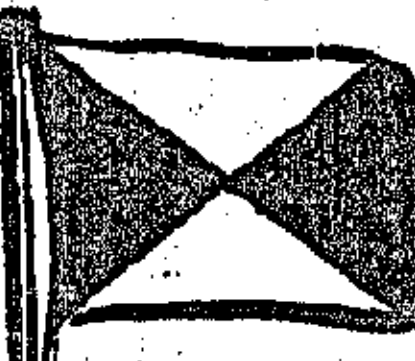
SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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PHILIPPINES S.S. CO

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Iloilo and Cebu	On 16th July, 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 26th July, 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 8th July, 1913. PHILIPPINES S.S. Co.

10

OSAKA SHOSHEN KAISHA

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Leaving

Captain

WEDNESDAY

30th July, at 1 P.M.

THURSDAY

20th Aug., at 1 P.M.

WEDNESDAY

4th Sept., at 1 P.M.

THURSDAY

17th Sept., at 1 P.M.

WEDNESDAY

2nd Oct., at 1 P.M.

THURSDAY

2nd Oct., at 1 P.M.

THURSDAY

2nd Oct., at 1 P.M.

THURSDAY

2nd Oct., at 1 P.M.

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2nd Oct., at 1 P.M.

THURSDAY

2nd Oct., at 1 P.M.

THURSDAY

2nd Oct., at 1 P.M.

HUGO C. A. FROMM.

LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS.

ARE THE BEST!

Leonhardi's
CARBON PAPER

(PURPLE)

\$3.50 only per box of 100 sheets.

RETAIL:

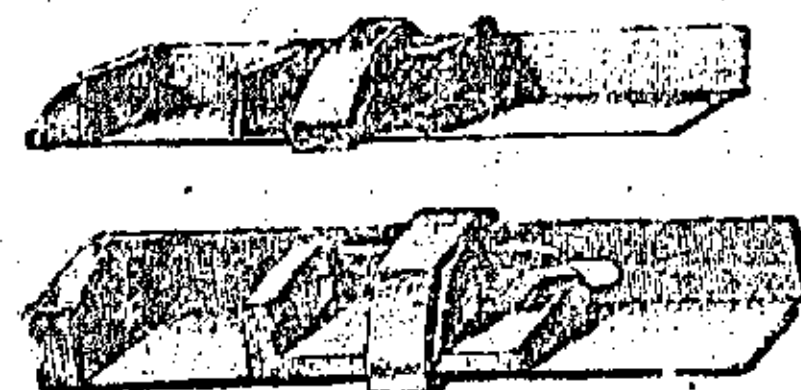
WING HING, Stationer,
25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

20, DES VOEUX ROAD CENTRAL, 1ST FLOOR.

Hongkong, 7th July, 1913.

G. E. REINHARDT,
LEIPZIG.Manufacturer of Composing Sticks
and all other Printing Material in
excellent quality and finish.

Hongkong, 7th July, 1913.

AUGUST FOMM LEIPZIG - R

MANUFACTURERS OF
ALL KINDS OF

MACHINES

AND
PRESSESFOR
PRINTING AND
BOOKBINDING.

Hongkong, 7th July, 1913.

NOTICE POST OFFICE

The Mexico Mail is due to arrive here to-day, with the Mails from London (via Siberia) of Wednesday, 18th, and Saturday, 21st ult.

The Amazon, with the French Mail, is expected to arrive here to-morrow.

FOR	PER	DATE
Pakhoi and Haiphong	Singkong	Saturday, 12th, 10.00 A.M.
Shanghai and North China	Kanai	Saturday, 12th, 10.00 A.M.
Japan via Kobe	Yokohama	Saturday, 12th, 10.00 A.M.
Formosa via Kailung, Shanghai, North China, Japan via Nagasaki, Honolulu, United States America, and South America, Canada via San Francisco	Shimo Maru	Saturday, 12th, 10.00 A.M.
(EUROPE via SIBERIA)		
Philippine Islands	Kailung	Saturday, 12th, 10.00 A.M.
Manila	Sui Tai	Saturday, 12th, 1.15 P.M.
Shanghai, North China and Japan via Moji	Nagasaki	Saturday, 12th, 3.00 P.M.
Batavia, Cheribon, Samarang, and Sonabaya	Yokohama	Saturday, 12th, 3.00 P.M.
Philippine Islands, Angaur, Yap, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Maitai, Australia, Tasmania, and New Zealand via Brisbane	Coblenz	Saturday, 12th, 5.00 P.M.
Tientsin	Chipsang	Saturday, 12th, 5.00 P.M.
Shanghai and North China	Chienan	Saturday, 12th, 5.00 P.M.
Shanghai and North China	Chienan	Saturday, 12th, 5.00 P.M.
(EUROPE via SIBERIA)		
Swatow	Hankow	Sunday, 13th, 9.00 A.M.
Shanghai, North China, and Japan via Kobe	Yokohama	Sunday, 13th, 9.00 A.M.
(EUROPE via SIBERIA)		
Swatow, Amoy and Formosa via Tamsui	Daigui Maru	Sunday, 13th, 9.00 A.M.
Japan via Kobe	Yokohama	Monday, 14th, 9.00 A.M.
Sandakan	Rajah	Monday, 14th, 4.00 P.M.
Straits and Burma	Itaka	Monday, 14th, 5.00 P.M.
Straits and India via Calcutta	Louisa	Tuesday, 15th, 10.00 A.M.
Swatow, Amoy and Foochow	Heichang	Tuesday, 15th, 10.00 A.M.
Singapore, Ceylon, Aden, Western Australia, India, Aden, Egypt and Europe via Suez	Atlantic	Tuesday, 15th, 10.00 A.M.
(Late Letters 11 to Noon Extra postage 10 cents)		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Formosa via Kailung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, Wash.	Yokohama Maru	Tuesday, 15th, 3.00 P.M.
Philippine Islands	Tea	Tuesday, 15th, 3.00 P.M.
Singapore and Ceylon	Kaga Maru	Tuesday, 15th, 5.00 P.M.
Haiphong, Pakhoi and Saigon	Ex-Kang	Wednesday, 16th, 9.00 A.M.
Swatow	Hakun	Wednesday, 16th, 3.00 P.M.
Philippine Islands	Zakun	Wednesday, 16th, 4.00 P.M.
Japan via Kobe	Miyazaki Maru	Wednesday, 16th, 4.00 P.M.

BLACK AND WHITE WHISKY.



GARNER, QUELCH & Co.

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COMMERCIAL.

CLOSING QUOTATIONS.

July 11th.

ON LONDON	Telegraphic Transfer	1/11 1/2
	Bank Bills, on demand	1/11 1/2
	Bank Bills, at 30 days' sight	1/11 1/2
	Bank Bills, at 4 months' sight	1/11 1/2
	Credits, at 4 months' sight	2/11
	Documentary Bills 4 months' sight	2/11
ON PARIS	Bank Bills, on demand	247
	(credits, at 4 months' sight	252
ON GERMANY	On demand	299 1/2
ON NEW YORK	Bank Bills, on demand	47 1/2
	Credits, at 50 days' sight	48 1/2
ON LONDON	Telegraphic Transfer	146 1/2
	Bank, on demand	146 1/2
ON CALCUTTA	Telegraphic Transfer	146 1/2
	Bank, on demand	146 1/2
ON SHANGHAI	Bank, at sight	73 1/2
	Private, "On days' sight	74 1/2
ON YOKOHAMA	On demand	96 1/2
ON MANILA	On demand	96 1/2
ON SINGAPORE	On demand	96 1/2
ON BATAVIA	On demand	118
ON HAIPHONG	On demand	1 1/2 p.m.
ON SAIGON	On demand	3
ON BANGKOK	On demand	78 1/2
SOVEREIGNS, Bank's buying rate		\$10.15
GOLD LEAF, 100 fine, per ton		\$53.40
SILVER, per oz.		26 1/2

SUBSIDIARY COINS.

Chinese	20 cents piece	per cent
Chinese	10	\$7.68
Hongkong	20	\$5.00
Hongkong	10	\$7.16

MAILS VIA SIBERIA.

London	Due
June 21st	July 7th

SHARE LIST.—QUOTATIONS.

Hongkong, 11th July, 1913.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTE	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$805, sales	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$104, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$42, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9, sellers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 133, sellers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9 1/2, sal. & buy.	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$26, buyers	5 p.c.
DOCK AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$96 1/2, buyers	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$85 1/2, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8 1/2	7 1/2 p.c.
Shai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 56, buyers	
Shai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 115, sellers	
Green Island Cement Co., Limited	400,000	\$10	all	\$7.60, sellers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$41, sales	4 p.c.
Hongkong Hotel Company, Limited	15,000	\$50	all	\$22 1/2, buyers	5 p.c.
Manila Metropole Hotel Limited	5,000	Pa. 10	all	\$28, sellers	
Hongkong Ice Company, Limited	60,000	\$25	all	\$160, sellers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	15,000	\$10	all	\$3, sellers	9 1/2 p.c.
H'kong & Kowloon Steam Fishers Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Steel Foundry Co., Ltd.	335,000	\$5	all	7 1/2, buyers	
Hongkong Tramway Co., Ltd.					
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$295, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$147, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$357, sales (buy.)	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$3	Tls. 135, sal. & buy.	
Union Insurance Society, Limited	12,000	\$250	\$100	\$790	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$200, @ Er 73	
LANDS AND BUILDINGS.—					
H'kong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$117, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$84, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$40, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 95	
West Point Building Co., Limited	12,500	\$50	all	\$74 1/2, sellers	5 1/2 p.c.
Matschappij tot Mijn- en Boschen Landbouw exploitatie in Langkat	25,000	Gda. 10	all	Tls. 40, sellers	
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	31 1/2	
Hoswood Tin and Rubber Estate Ltd.	822,000	\$1	all	3 1/2	
Raub Australian Gold Mining Co., Ltd.	230,000	\$1	all	5 1/2	
Trench Mines, Limited	160,000	\$1	all	5 1/2	
Peak Tramways Co., Limited	25,000	\$10	all	\$10 1/2, sales	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10	all	\$9 1/2, sellers	
Pulpes et Papeteries du Tonkin Societe des	75,000	\$10	all	\$5	
Refineries.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$96, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$57, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	50,000	\$25	all	\$10, sal. & buy.	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$33, sellers	7 1/2 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	60,000	\$15	all	\$27, sales	
Indo-China Steam Navigation Co., Ltd.	60,000	\$1	all	\$84, L'don	
Shell Transport & Trading Co., Ltd.	250,000	\$1	all	sal. & L'don	6 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$102, sellers	3 1/2 p.c.
South China Morning Post, Limited	6,000	\$10	all	\$53 1/2, buyers	
Steam Laundry Company, Limited	20,000	\$5	all	\$22	
STORIES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Ganda, Price & Co., Limited	50,000	\$10	all	\$6	
Powell, Wm., Limited	15,000	\$7	all	\$10 1/2, buyers	4 p.c.
Watson & Co., A. S. Limited	90,000	\$10	all	\$3, sales	
Weissmann, Limited	5,000	\$10	all	\$29, buyers	
United Asbestos Oriental Agency Ltd.	9,900 ordy.	\$10	all	\$530	8 p.c.
Union Waterboat Co., Limited	100,000	\$10	all	\$18	5 1/2 p.c.

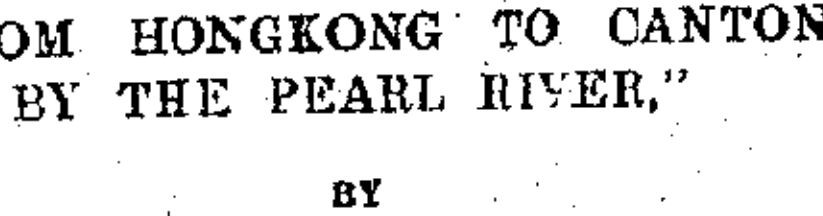
Para Rubber in London ... 3 3/4 per lb.

Loans	Amount	Value	Interest	Quotation
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annuat. Par.	

VERNON & SMYTH, Share Brokers.

TO-DAY	VISITORS TO CANTON
315 P.M.—Third Gymkhana Meeting at the Happy Valley.	Should Purchase

FORHCOMING EVENTS.	BY
Wednesday, 16th July—	Captain C. V. LLOYD.
12.30 P.M.—The "Star" Ferry Co., Ltd., Extraordinary General Meeting at the Office of Messrs. Jardine, Matheson & Co., Ltd.	Price ... \$2.75
Thursday, 24th July—	On Sale at—
11 A.M.—China and Manila Steamship Co., Ltd., Extraordinary General Meeting.	Hongkong: "Daily Press" Office.
	Messrs. KELLY & WALSH, Ltd.
	Messrs. BREWSTER & Co.
	Canton: Messrs. A. S. Watson & Co.

THREE CASTLES
CIGARETTES — MAGNUMS

"By Jove, I've never enjoyed a round so much before!" "Aha, old man, you can thank 'THREE CASTLES' Cigarettes for that! It's jolly handy, too, to be able to obtain them 'MAGNUM' SIZE IN ALUMINIUM CURVED CASES, WHICH FIT THE POCKET."

FRAGRANT FASCINATING REFRESHING

THIS FAMOUS BRAND OF CIGARETTES
CAN NOW BE OBTAINED IN
USEFUL CURVED CASES OF TEN AS WELL AS IN TINS OF 50.

PETER, NESTLE and KOHLER
CHOCOLATES.

PRIZE COMPETITION NO. 5. (July).

This month we are offering PRIZES FOR "COUPLETS," or two lined rhymes. Each "COUPLET" must contain one or other of the following names—

PETER NESTLE OR KOHLER.

The name selected may be placed anywhere in the "COUPLET," as long as the rhythm is preserved.

For your guidance we give you a few examples—

NESTLE'S is the best.
Put it to the test.

Prince of Chocolates is PETER'S.
Which commands a host of eaters.

The bonbons that you ought to buy
Are KOHLER'S, get a tin and try.

CONDITIONS.

Every three "COUPLETS" to be accompanied by a PETER'S, NESTLE'S or KOHLER'S Wrapper. So for one wrapper you may send more than one "Couplet."

"Couplets" may be sent in under a nom de plume, which, if a winner, will be published in the Local Papers. Your name will be treated confidentially by us.

The First Prize will be one of our WRIST WATCHES, and will be given for what we consider the best "Couplet."

Consolation Prizes consisting of Chocolate will be given for "Couplets" which we consider are deserving of such.

Imitation being the sincerest form of flattery, we reserve the right to make future use of the "COUPLETS" without disclosing the authors' names.

Post your attempts to Messrs. Payer's and Nestle's, P.O. Box No. 351, Hongkong, not later than 31st July, 1913.

THE MOST
POPULAR BRAND
OF
HOME BOTTLED GUINNESS
STOUT

ON THE MARKET.

J. & H. HALL & CO.



This famous brand of Stout is recognised by all Connoisseurs as a Standard of Quality and Purity.

SOLE AGENTS—
GANDE, PRICE & CO., LTD.,

WINE MERCHANTS,

6, QUEEN'S ROAD CENTRAL,

HONGKONG

TELEPHONE No. 135.

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ON SALE.	ON SALE.
A TABLE OF THE	MAIL TABLES

RATES OF EXCHANGE
AT HONGKONG
FOR
DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver.

FROM 1893 TO 1909;
ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "Daily Press" Office or Local Booksellers

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